

MD 459 IS ASSUMED TO RUN IN A NORTH-SOUTH DIRECTION

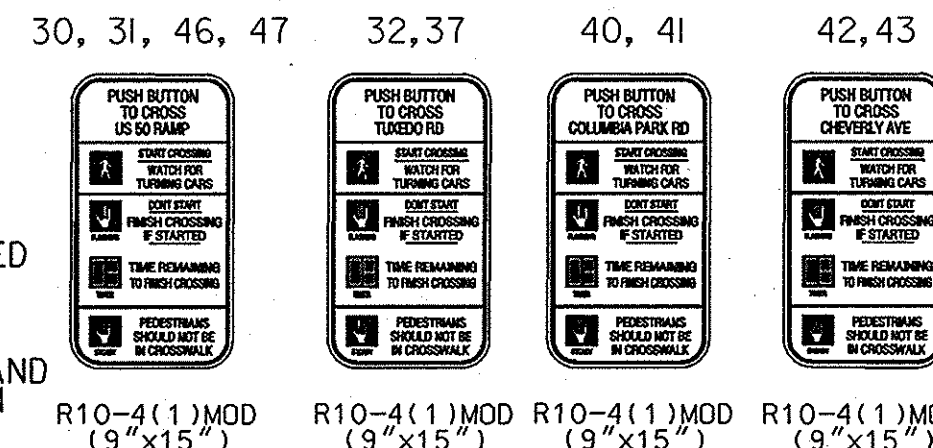
PROPOSED LED SIGNAL MODULE UPGRADE

1,2,3,4,5,6,10,13

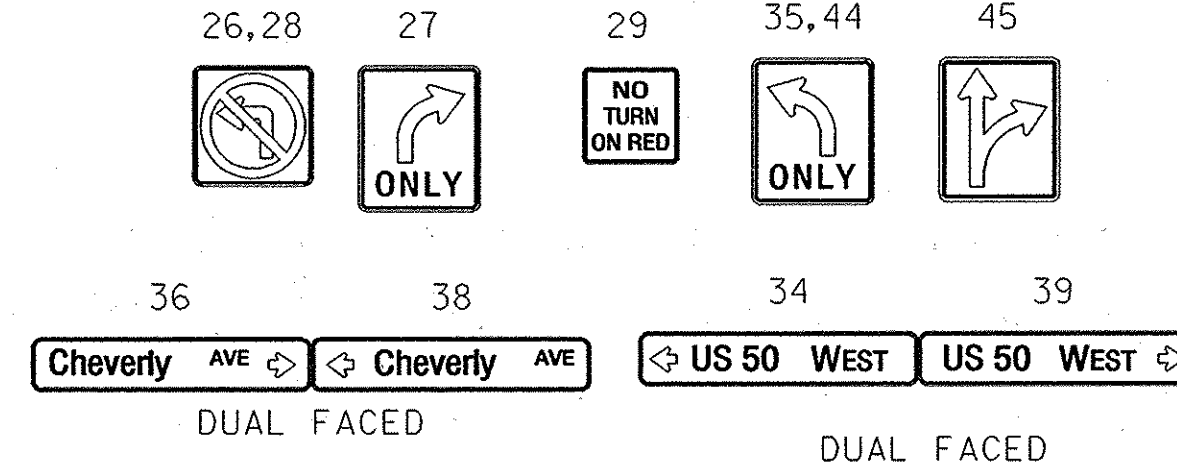
EXISTING SIGNALS TO BE REMOVED

7a 16a,17a,18a,19a,20a
21a,22a,23a,24a,25a

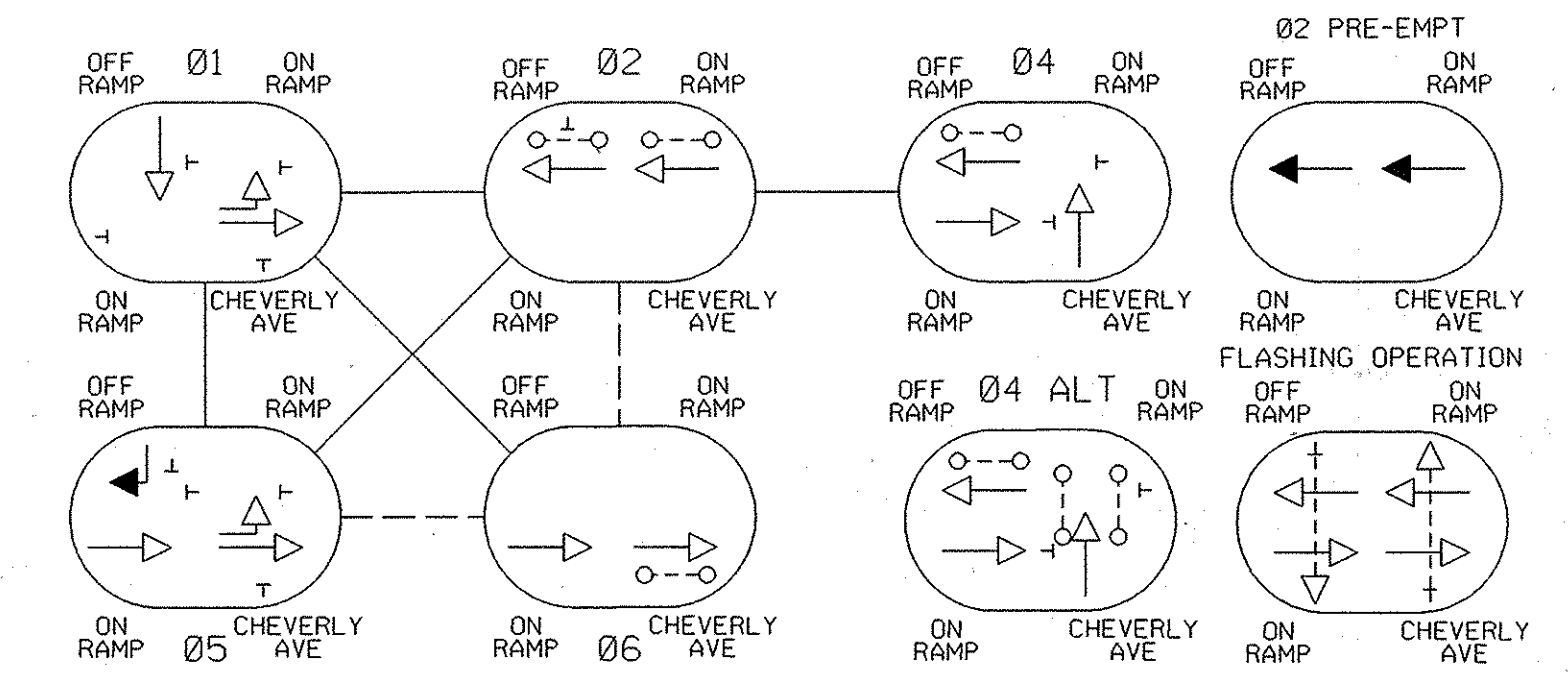
PROPOSED ACCESSIBLE PUSHBUTTON SIGNS



EXISTING SIGNS TO REMAIN

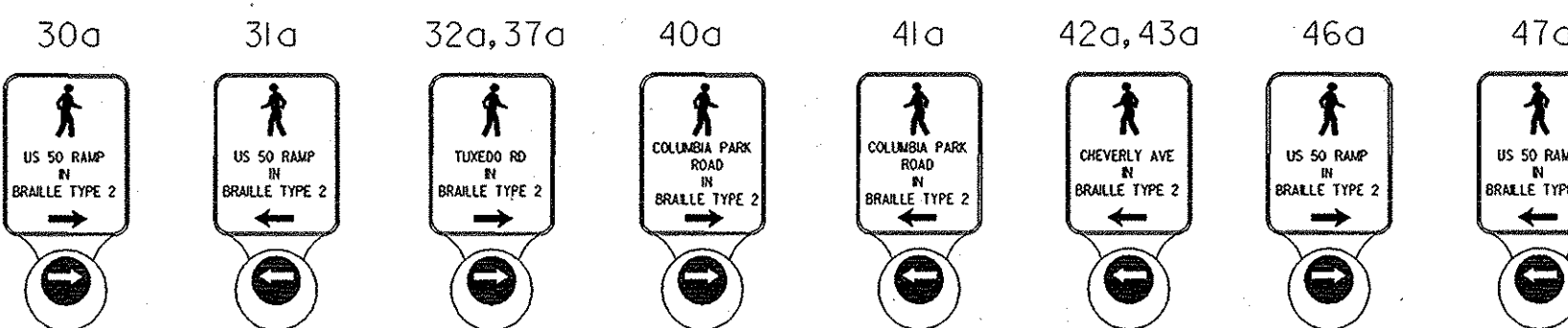


NEMA PHASING

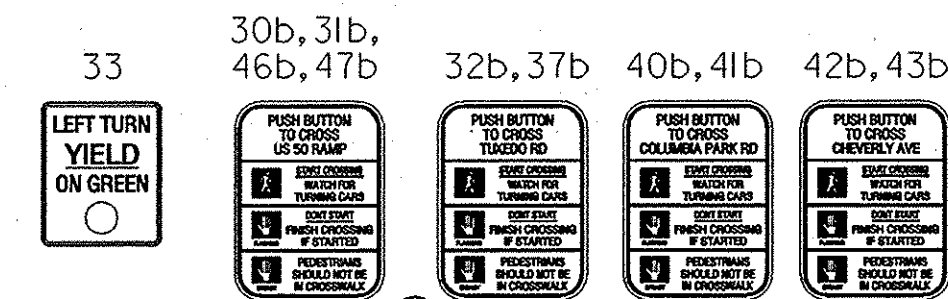


NOTE: PHASES ASSOCIATED BY A DASHED LINE MAY/WILL OPERATE CONCURRENTLY. PHASES ASSOCIATED BY A SOLID LINE WILL NOT OPERATE CONCURRENTLY.

EXISTING ACCESSIBLE PUSHBUTTONS TO REMAIN



EXISTING SIGNS TO BE REMOVED



PROPOSED LED SIGNALS

7 8 9,11,12,14,15 16,17,18,19,20
21,22,23,24,25

16" COUNTDOWN

EXISTING UNDERGROUND I/C TO CHEVERLY METRO ENTRANCE SOUTH

COLUMBIA PARK ROAD

MD 459 (COLUMBIA PARK ROAD)

MD 459 (TUXEDO ROAD)

CHEVERLY AVENUE

CONSTRUCTION DETAILS

- A. ABANDON EXISTING LOOP DETECTORS.
- B. REMOVE EXISTING VEHICULAR TRAFFIC SIGNAL HEAD AND INSTALL NEW VEHICULAR LED TRAFFIC SIGNAL HEAD.
- C. INSTALL LED SIGNAL HEAD MODULES.
- D. USE EXISTING BASE MOUNTED CABINET.
- E. USE EXISTING HANDHOLE.
- F. USE EXISTING CONDUIT.
- G. REMOVE EXISTING PEDESTRIAN HEAD AND INSTALL A NEW LED COUNTDOWN PEDESTRIAN SIGNAL HEAD.
- H. INSTALL OPTICOM DETECTOR EYE ON EXISTING SIGNAL POLE.
- J. INSTALL OPTICOM DISCRIMINATOR MODULE IN EXISTING BASE MOUNTED CABINET.
- K. REMOVE EXISTING OVERHEAD SIGN.
- L. REMOVE EXISTING PAVEMENT MARKING AND INSTALL 12 IN. WHITE LEAD FREE REFLECTIVE THERMOPLASTIC PAVEMENT MARKING FOR CROSSWALK.
- M. REMOVE EXISTING PAVEMENT MARKING AND INSTALL 24 IN. WHITE LEAD FREE REFLECTIVE THERMOPLASTIC PAVEMENT MARKING FOR STOP LINE.
- N. CONSTRUCT SHA STD. MD 655.12 SIDEWALK RAMP (8 FT. X 5 FT. LANDING, 8 FT. SIDE FLARE) WITH 24 IN. DETECTABLE WARNING SURFACE (SEE NOTE 11). CONSTRUCT ONLY PORTIONS OF THE SIDEWALK RAMP SHOWN. CONSTRUCT STANDARD TYPE "A" CURB (SHA STD. MD 620.02) IN LIEU OF THE OTHER FLARE.
- O. INSTALL VIDEO DETECTION CAMERA ON THE EXISTING MAST ARM.
- P. RELOCATE THE EXISTING ACCESSIBLE PUSHBUTTON ON THE STUB POLE TO BE PARALLEL TO THE PROPOSED CROSSWALK. FILL REMAINING HOLE ON THE STUB POLE WITH APPROPRIATE MATERIAL.
- Q. CONSTRUCT SHA STD. MD 655.12 SIDEWALK RAMP (8 FT. X 5 FT. LANDING, 8 FT. SIDE FLARE) WITH 24 IN. DETECTABLE WARNING SURFACE (SEE NOTE 11).
- R. REMOVE EXISTING PUSHBUTTON SIGN AND INSTALL NEW R10-4(1) MOD PUSHBUTTON SIGN PARALLEL TO PROPOSED CROSSWALK.
- S. ADJUST HANDHOLE TO GRADE.
- T. INSTALL 3 IN. SCHEDULE 80 RIGID ELECTRICAL CONDUIT (TRENCHED).
- U. INSTALL 1 IN. LIQUID TIGHT FLEXIBLE NON-METALLIC CONDUIT FOR DETECTOR SLEEVE.
- V. INSTALL ELECTRICAL HANDHOLE.
- W. INSTALL 6 FT. X 30 FT. LOOP DETECTOR ENCASED IN 1/4 IN. FLEXIBLE TUBING (3-6-3 TURNS) QUADRUPOLE TYPE.

GENERAL NOTES

- 1. MAINTENANCE OF TRAFFIC SHALL BE HANDLED BY THE CONTRACTOR UTILIZING THE MSHA STANDARD PLATES FOR TRAFFIC CONTROL.
- 2. ALL EXISTING TRAFFIC SIGNAL EQUIPMENT REMOVED SHALL BECOME THE PROPERTY OF THE SIGNAL CONTRACTOR UPON COMPLETION OF THE SIGNAL MODIFICATION.
- 3. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ROUTING AND PROPERLY LABELING ALL SIGNAL CABLES. THE SHA SIGNAL SHOP WILL BE RESPONSIBLE FOR ALL INTERNAL CABINET WIRING.
- 4. THE CONTRACTOR SHALL DISPOSE OF ALL VEHICULAR AND PEDESTRIAN SIGNAL HEADS THAT ARE TO BE REPLACED ON THIS PLAN.
- 5. THE CONTRACTOR SHALL DELIVER ONE (1) EMITTER TO THE TUXEDO / CHEVERLY STATION 22 (PH: 301-883-7722) OF THE PRINCE GEORGE'S COUNTY FIRE DEPARTMENT.
- 6. ALL PAVEMENT MARKINGS SHALL BE INSTALLED IN ACCORDANCE TO THE MSHA STANDARDS.
- 7. THE CONTRACTOR SHALL CENTER THE CROSSWALKS TO THE EXISTING AND PROPOSED RAMPS.
- 8. VIDEO DETECTION CAMERA LOCATION/ALIGNING SHALL BE COORDINATED WITH THE SHA ENGINEER.
- 9. SEE GENERAL INFORMATION SHEET FOR VIDEO DETECTION CAMERA LAYOUT.
- 10. THE CONTRACTOR SHALL INSTALL SIDEWALK WITH A DEPTH OF 5 INCHES. THE 4 INCH CONCRETE SIDEWALK QUANTITY HAS BEEN INCREASED BY A FACTOR OF 1.25 TO ACCOUNT FOR THE ADDED DEPTH.
- 11. PLACE 24 IN. WIDE DETECTABLE WARNING SURFACE ALONG THE FULLY DEPRESSED PORTION OF THE PROPOSED RAMPS. THE MAT SHALL NOT EXTEND ONTO THE SIDE FLARES.
- 12. LOCATION OF ACCESSIBLE PEDESTRIAN SIGNAL PUSHBUTTON MUST MEET LOCATION REQUIREMENTS OF MUTCD SEC. 4E.2 AND THE NCHRP PUBLICATION, "ACCESSIBLE PEDESTRIAN SIGNALS: GUIDE TO BEST PRACTICE". IF NOT MET, THE CONTRACTOR IS TO STOP WORK ON PUSHBUTTON LOCATIONS UNTIL A DESIGN WAIVER IS OBTAINED AND APPROVED BY THE DIRECTOR, OFFICE OF TRAFFIC AND SAFETY.

UTILITY LEGEND

E	E	ELECTRIC CABLES	SD	SD	STORM DRAIN
A	A	AERIAL CABLES	G	G	GAS MAIN
T	T	TELEPHONE CABLES	W	W	WATER MAIN
F	F	FIBER-OPTIC	S	S	SEWER MAIN

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SHA STATE OF MARYLAND
DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION
OFFICE OF TRAFFIC & SAFETY
TRAFFIC ENGINEERING DESIGN DIVISION
MD 459 (COLUMBIA PARK ROAD) AND
CHEVERLY AVENUE/US 50 RAMP

TOD No: AT782-60
SHA No.: PG694A59/B59
US 50 ramp @ Columbia Road

APPROVALS		REVISIONS		TRAFFIC SIGNALIZATION PLAN	
TEAM LEADER		10/2006 INSTALL RIGHT-TURN OVERLAP PHASE SHA NO. AT7825198		SCALE 1" = 20' DATE 06/25/1985 CONTRACT NO. PG484A5C/B5C	
ASST. DIV. CHIEF		2-16-04 INSTALL AUDIBLE PED SIGNALS SHA NO. AT2885185		DESIGNED BY COUNTY PRINCE GEORGES	
DISTRICT CHIEF		11-89 RECONSTRUCT TRAFFIC SIGNAL WITH GEOMETRIC IMPROVEMENTS SHA NO. PG1865170		DRAWN BY M SCHNEIDER LOGMILE 16045900.00	
OFFICE DIRECTOR				CHECKED BY B THOMPSON T.I.M.S. NO. 6890	
				F.A.P. NO. TOD NO. AT288-50	
				DRAWING NO. TS-2091C OF SHEET NO. 1 OF 2	

PLOTTED THURSDAY, NOVEMBER 30, 2006 AT 09:07 AM
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